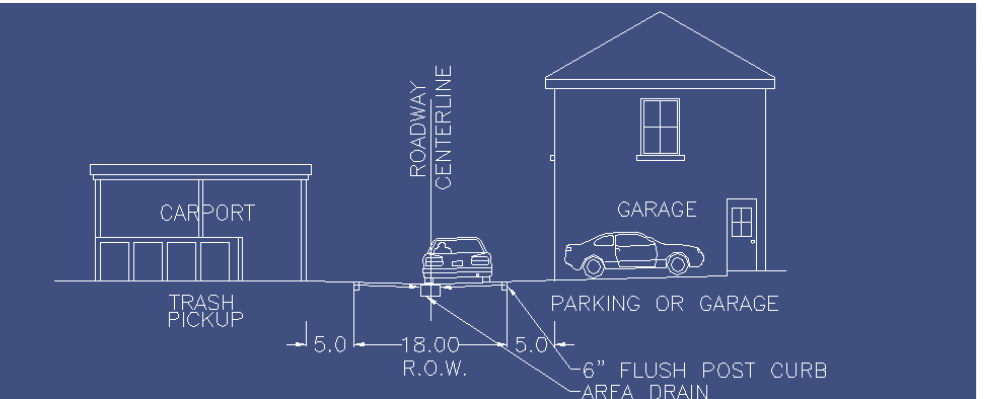
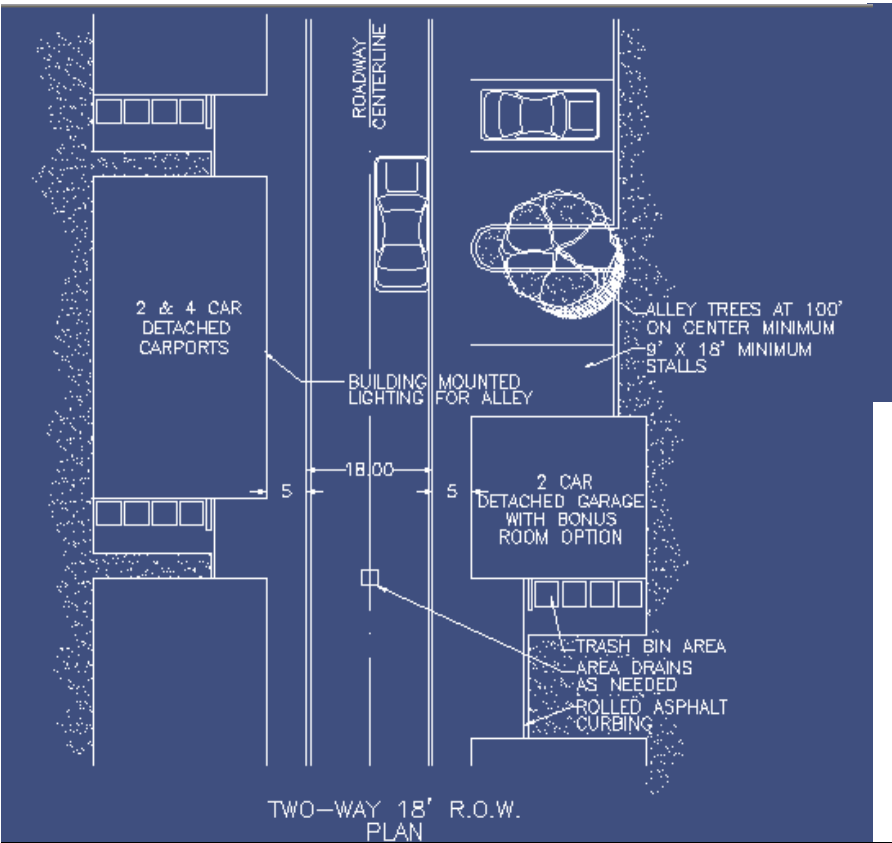


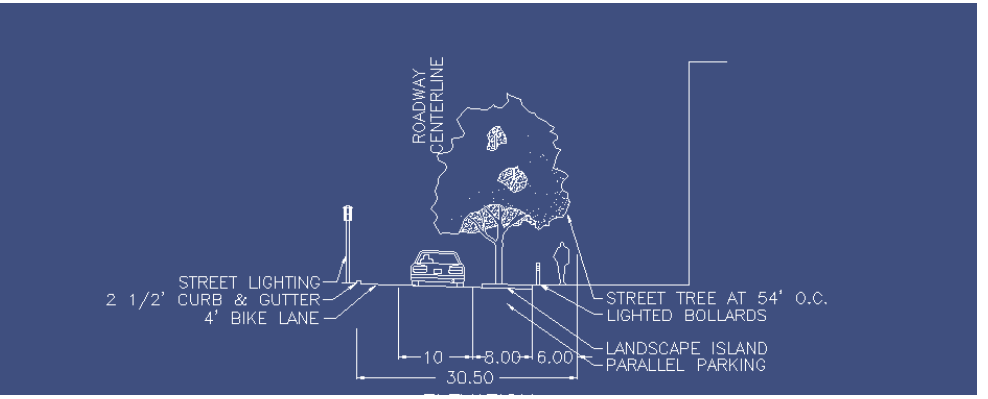
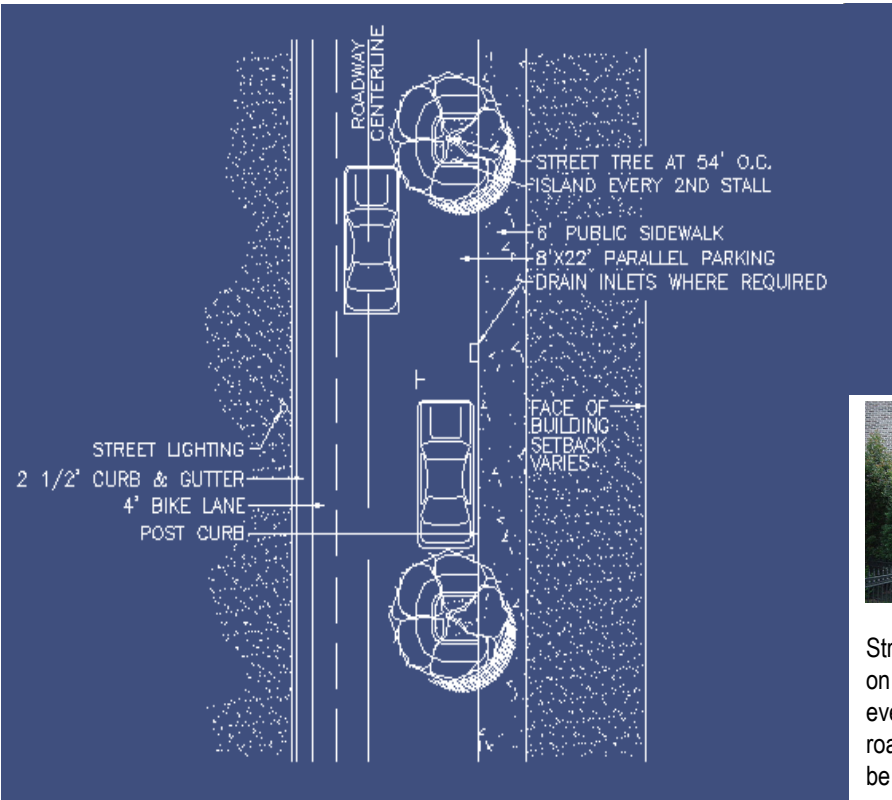
Alley A functions as a parking lot for residential parking in the rear of the buildings. As with Alley B the parking, utilities, and trash service will be located in the alley. A landscape island with a canopy tree will be located after every 10th parking stall. The designated right of way is 20' wide and is locked in with a flush 6" concrete post curb. Alley lighting will be provided with light poles or private building mounted lights which will be maintained by the homeowners association.

ALLEY [A] TWO-WAY 20' R.O.W.



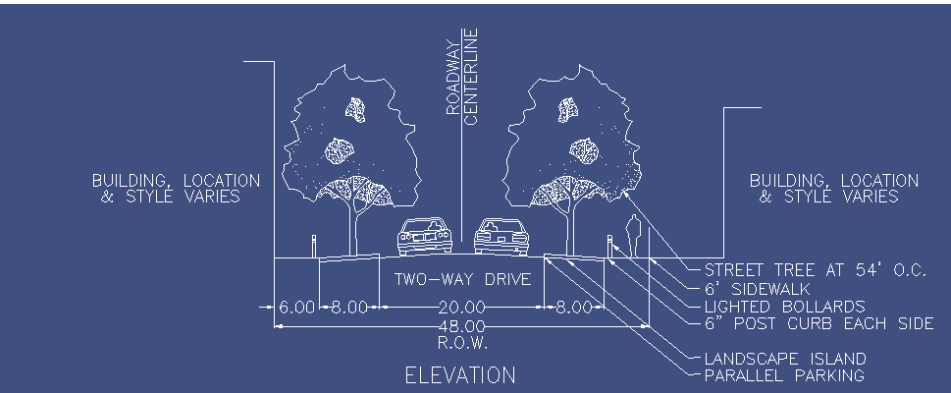
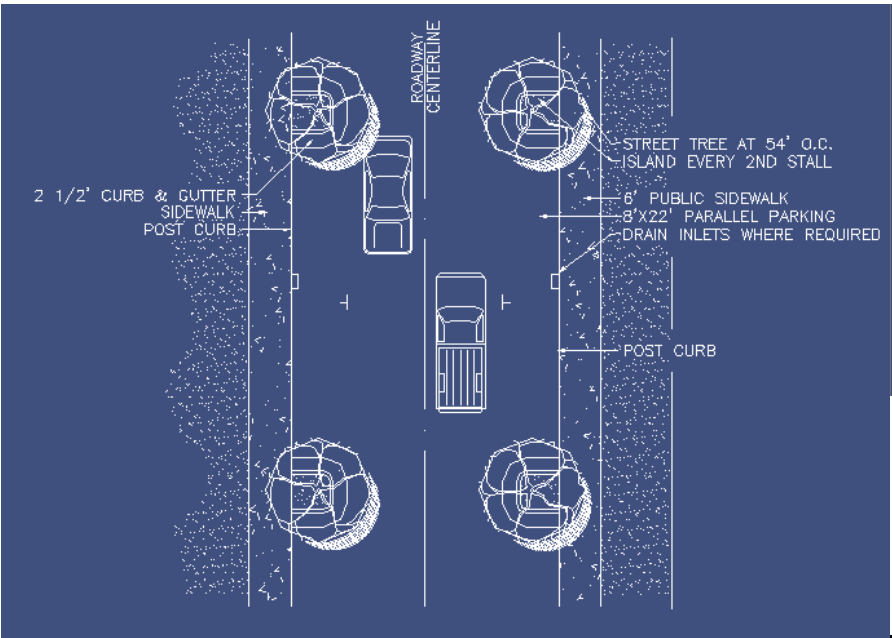
Alley B is an alley which serves garages, carports, or open parking. Any combination can function depending on the type of residential uses. Canopy trees will be required to provide shade and break up the built areas. The designated right of way is 18' wide which is locked in with a flush concrete post curb. Alley lighting will be provided with light poles or private building mounted lights which will be maintained by the homeowners association.

ALLEY [B] TWO WAY 18' ROW



Street A is a one-way 30.5' right of way street providing parallel parking on one side and a 4' bike lane on the other. A 6' wide concrete sidewalk is flush to the parallel parking with a planter island located every 2nd stall. Throughout the site open or natural space is located along the bike lane side of the road. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety which will be maintained by the homeowners association.

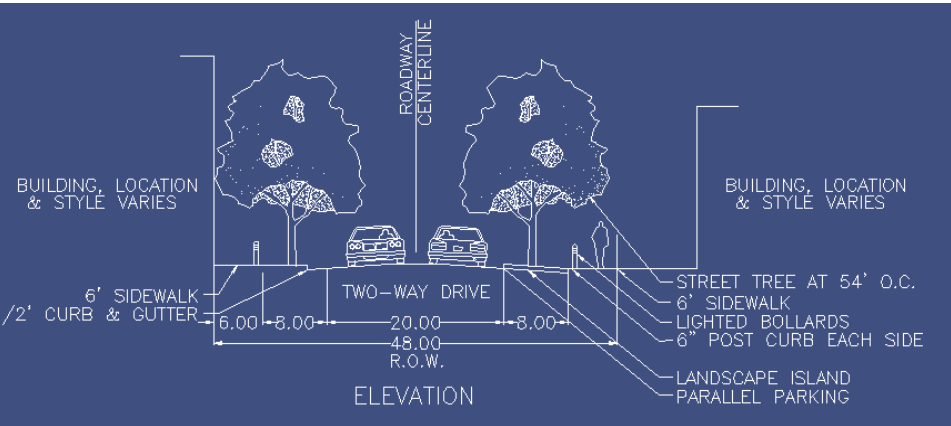
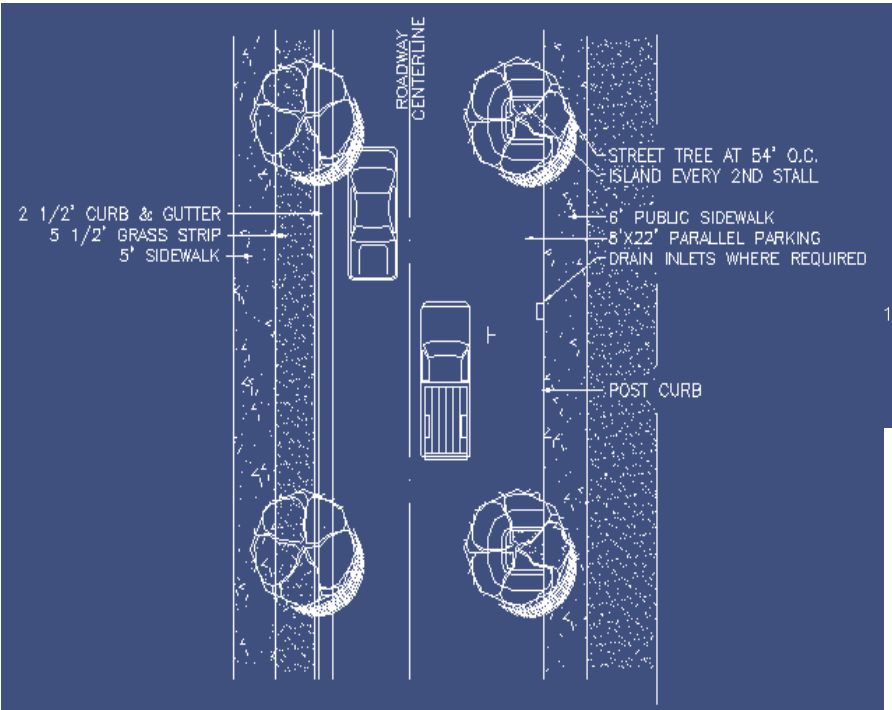
STREET [A] ONE-WAY 30' R.O.W.



Street B1 provides parallel parking on each side with street trees every 2nd stall at 54' o.c. and a 6' sidewalk flush to the parking area. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety which will be maintained by the homeowners association. This street version is used for the high density areas of the project.

STREET [B-1]

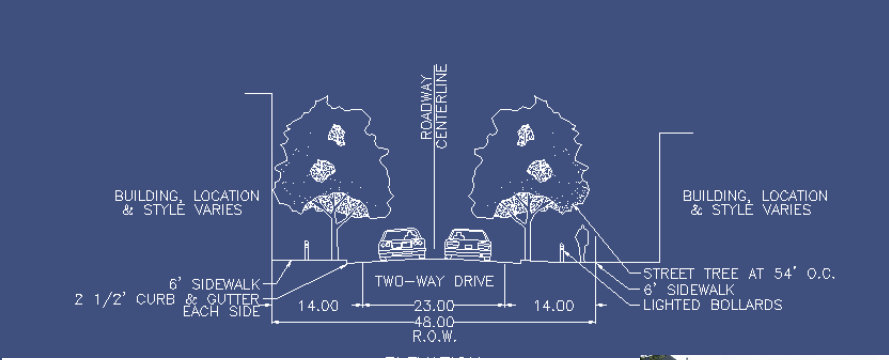
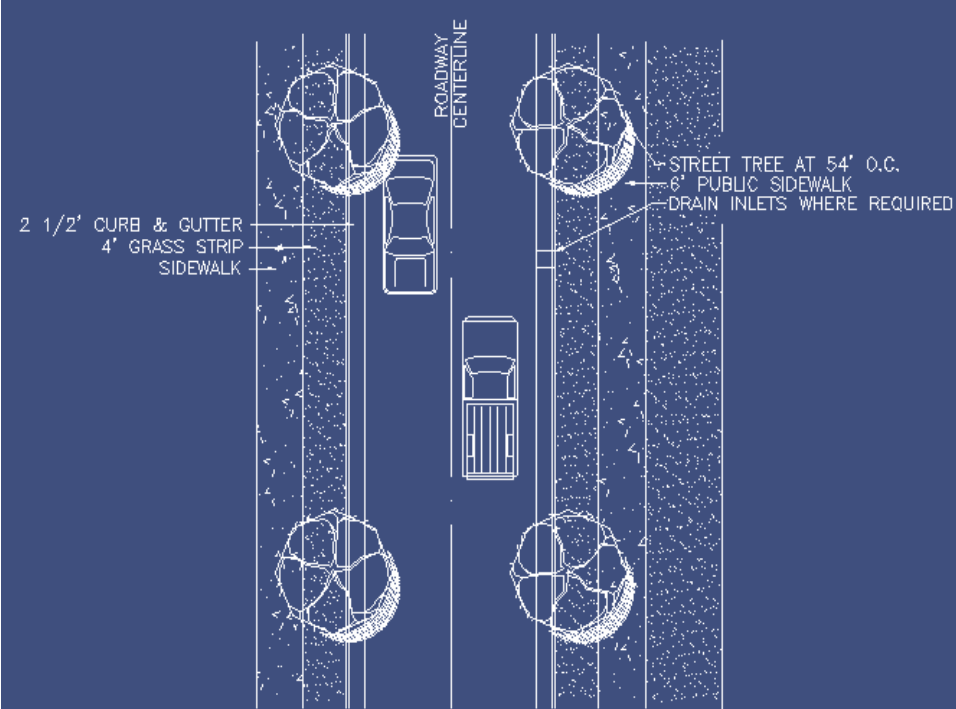
TWO-WAY 50' R.O.W.



Street B2 provides parallel parking on one side only with street trees every 2nd stall and a 6' sidewalk flush to the parking area. A 2 1/2' curb and gutter dresses the side without parallel parking. The parking can be on either side or fluctuate along the roadway depending on residential density and parking demand. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety which will be maintained by the homeowners association. This street version is single loaded to provide access to open spaces. This street version is used for the medium density areas of the project.

STREET [B-2]

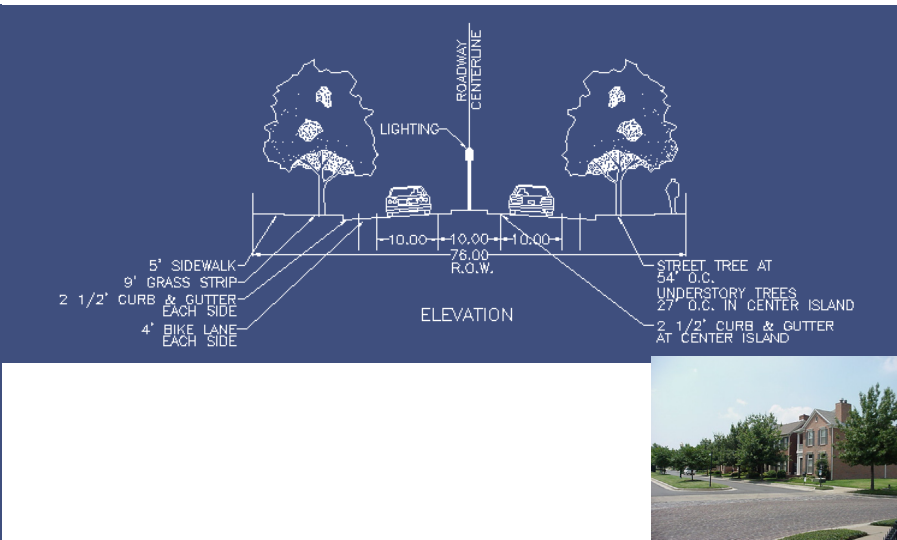
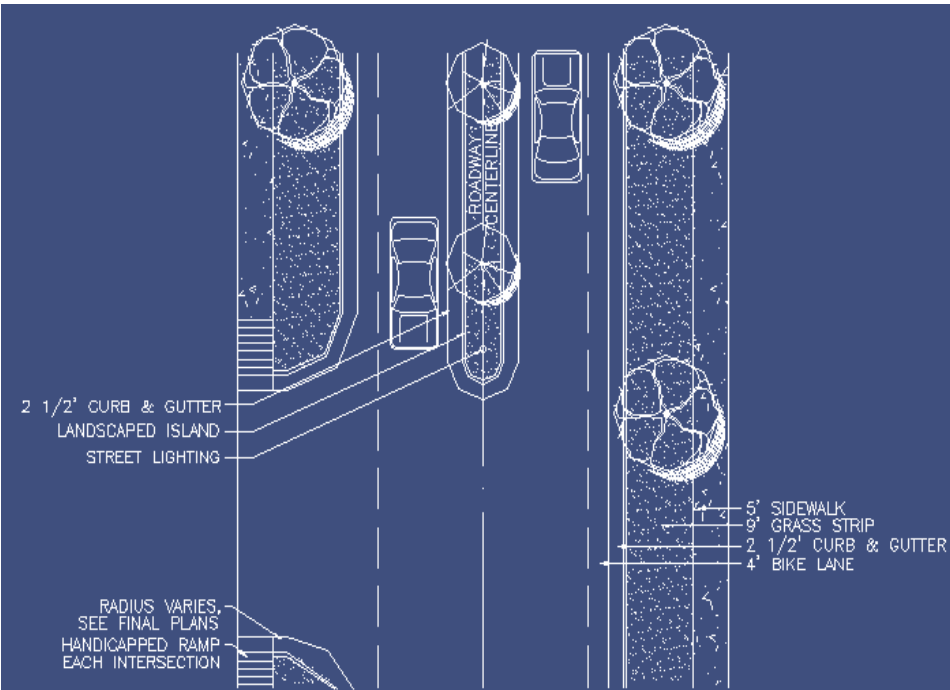
TWO-WAY 50' R.O.W. W/ PARKING



Street B3 is a road with a standard curb and gutter dressing both sides with no parallel parking. At any point the road can change to a B1 or B2 street depending on location and need. The sidewalk and street tree planting remains as in street B1 & B2. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety and will be maintained by the homeowners association. This street version is used in low density residential areas or in areas of destination and will function as a yield street.

STREET [B-3]

TWO-WAY 50' R.O.W.



Street C is the largest road with a bike lane, divided median, and pedestrian sidewalks. The median contains required lighting and understory trees. A 4' bike lane on each side continues until reaching areas for cyclists to access less dense residential streets. The right of way is 76' wide. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety and will be maintained by the homeowners association. This street is a collector type street.

STREET [C] TWO-WAY 76' R.O.W. WITH MEDIAN



Round-About



Divided Median



Divided Median



Paving

Traffic Calming Devices

The term "traffic calming" is often described as the combination of mainly physical measures that reduce the negative effects of motor vehicle use and improve conditions for non-motorized street users. The term also applies to a number of transportation techniques developed to educate the public and provide awareness to unsafe driver behavior. Ridgeview incorporated three main forms of Traffic Calming. The first is the Roundabout which slows directional traffic by forcing one-way circulation and merging. The second is the divided median which narrows the traffic lane and provides separation. The third form incorporates changes in paving to signify pedestrian crossings, transition areas, and separation from public and private parking. Other forms of calming include bike lanes, parallel parking, and street tree bulb-outs.



Site Amenities

The Developer to choose which style and color best meets the intent of the Ridgeview UDO. Colors to be adhered to throughout each phase of the UDO.

Benches

All seating surfaces to be wood slat style. Benches to be pewter, black anodized, or copper verde in color with armrests at each end. Style to be classic in character with bench styles ranging from matching single chairs to 8' long benches. All seating to be anchored or bolted in place. The same style and color to be used throughout the project.

Trash Receptacles.

All public trash cans to be pewter, black anodized, or copper verde in color. Private trash receptacles which are plastic to be located in rear of buildings at the alleys.

Bollards

Bollards to be round topped. Colors to be pewter, black anodized, or copper verde. Lighted bollards to have the same shape and style. Lighted bollards to cast a downward light pattern. Concrete filled pipe bollards only allowed in service areas not visible to the public.

Bike Loops

Bike parking areas to match bollard style with rounded top. Colors to be pewter, black anodized, or copper verde. Provide loops at each public building, open space, and trail head.

Site Lighting

Street lamps to be pewter, black anodized, or copper verde in color. Style to be classical in nature with a lantern style top. Light to be directed downward to street to avoid off-site light pollution. No overhead pole lights allowed in this UDO. Lamps to be halogen or incandescent based with no fluorescent or orange based light sources.

Street Signage

Street signage to meet the metro codes requirement for traffic circulation. All sign posts to be pewter, black anodized, or copper verde in color. Lettering on street signs to match the chosen text style by The Developer.